

Instrument Rating Practical Test Briefing

Aircraft Requirements

- 1.** What equipment, in addition to that required for a VFR flight, must the aircraft have for a flight under IFR?
- 2.** What aircraft and equipment inspections are required for flight under IFR, how often are they required, and where can you find the appropriate logbook entries?
- 3.** How often must the VOR equipment be operationally checked when you use VOR's for a flight conducted under IFR?
- 4.** What are the acceptable methods of checking the aircraft VOR equipment and what are the allowable errors for each method?
- 5.** Under what conditions must you have a transponder for flight under VFR or IFR?
- 6.** Under what conditions must you have an encoding altimeter for flight under VFR or IFR?
- 7.** What are the differences in aircraft equipment requirements for IFR flight in controlled and uncontrolled airspace?
- 8.** How do you determine that the required instruments are working properly prior to flight?

9. What reagency of experience requirements must you fulfill to act as pilot in command of a flight conducted under IFR?

10. Of the instrument navigation, holding and approaches required for instrument currency purposes, how much time and how many approaches may you conduct in an approved simulator?

11. Assume your instrument currency expires on June 1. What is the latest date that you can regain your currency without having to pass an instrument proficiency check?

12. What are the differences in pilot requirements to act as pilot in command of an aircraft flying IFR in controlled and uncontrolled airspace?

Approach Charts

For questions 1-20 use an ILS approach chart from the area, it should include a compass locator (LMM) at the middle marker.

1. What is the approach category for your aircraft?

2. With all components operating, what are the decision altitude (DA) and visibility requirements for the ILS approach?

3. What is the decision altitude and visibility requirement if the LMM and approach lighting system are inoperative?

4. What is the localizer frequency and identifier?

5. Can you use DME for this approach? Is DME required?

6. What is the minimum procedure turn altitude?

7. What is the minimum glide slope intercept altitude?

8. Where does the final approach segment begin?

9. What is the final approach course?

10. At what altitude does the electronic glide slope cross the outer marker?

11. What is the distance from the outer marker to the runway threshold?

12. At what altitude does the electronic glide slope cross the middle marker?

13. How is the missed approach point determined for the approach?

14. What is the height of the electronic glide slope at the runway threshold?

15. Are there any limitations noted for the straight-in or circle-to-land procedures?

16. What is the elevation of the touchdown zone?

17. With the glide slope inoperative, what are the applicable MDA and visibility requirements?

18. During a localizer approach, where does the final approach segment begin and how do you determine the missed approach point for this approach?

19. If applicable, what is the MSA to the east?

20. What does flight at or above and MSA guarantee and when can you use an MSA?

To answer questions 21-30 use a VOR approach from the local area, the VOR should be located on the field.

21. How will you obtain the latest weather observation at this airport before you begin approach?

22. What is the frequency and identification of the primary navigation facility?

23. What is the minimum procedure turn altitude for the approach?

24. What types of course reversals may you use for the procedure turn?

25. Where does the final approach segment begin?

26. At what point may you begin a decent from the procedure turn altitude?

27. What is the final approach course?

28. What are the MDA and visibility requirements for a Category C aircraft?

29. Where is the missed approach point?

30. Assume you have just executed the missed approach procedure, what additional action should you take?

31. During an approach in a non-radar environment, what reports are you expected to make to ATC without request?

32. Assume you are flying a Category A aircraft at an approach speed of 100 knots during a circle-to-land maneuver. Which minimums should you use and why?

Air Traffic Control

1. When may you deviate from a clearance?

2. When may you cancel IFR?

3. Assume you have been issued a clearance to climb from 5,000 feet to 8,000 feet. What rate(s) of climb does ATC expect you to maintain?

4. If you reach a clearance limit before you receive further clearance, what action should you take?

5. What does the phrase "radar service terminated" mean?

6. What does the phrase "resume own navigation" mean?

7. What is the maximum indicated airspeed you can use in a holding pattern at 5000 feet MSL?

8. What are the requirements for a visual approach, and who may initiate the procedure?

9. What are the requirements for a contact approach, and who may initiate the procedure?

10. How is your IFR flight plan closed at an airport served by a control tower?

11. How is your flight plan closed at an airport not served by a control tower or flight service station?

12. What procedures should you follow if you are unable to contact ATC on an assigned frequency?

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